## MADAME LOFTY.

Mrs. Lofty keeps a carriage;
80 do I.
She has dappled greys to draw it,
None have I.
She's no prouder of her coachman
Than am I.
With my bine-cycl laughing baby
Trandling by.
I hide his face less she should see
The cherub boy, and cury inc. Her fine bushand has white fingers, Mine has not: He can give his bride a palace, Mine a cot.

Mine a cot.

Her's comes home beneath the starlight,
Ne'er cares she;
Mine comes in the purple twilight,
Kisses me,
And prays that He who turns life's sands
Will hold his loved ones in His hands. Mrs. Lofty bas her jewels, So have I; She wears ber's upon her bosom, Inside I. She will leave her's at death's portals,

Ey and by:
I shall bear the treasures with me,
When I diePor I have love and she has gold:
She counts her wealth, mine can't be told. She has those who love her station;

She has those who love her station;
None have I.
But I have one true heart beside me,
Glad am I;
I'd not change it for a kingdom,
No, not I;
God will weigh it in the balance.
By and by;
And then the difference He'll define
Twixt Mrs. Lofty's wealth and mine. HAIRBREADTH 'SOAPES.

Edmund S. obtained his commission in 1804, ust sixty years ago. He was then a handsome ad of sixteen, of a refined and almost feminine order of beauty. But that fair face and those uxuriant auburn locks were destined to exercise o small influence on his future career.

The regiment was under the command of the celebrated Colonel Pack, better known as Major-General Sir Denis Pack. It was sent in 1805 on an expedition to South Africa; and when Capetown was captured, and the enemy totally defeated, it was ordered across the wide Atlantic, up the mighty La Plata, to the walls of the Spanish colon al town of Buenos Ayres.

The occupation of this place by the English was short-lived, and its return to the original possessors disgraceful to British arms. The English had possession of it but a few weeks, when an enterprising and able French officer, named duters, placed himself at the head of the native nilitia, and took it out of their bands. A second me the place was assailed by English troops; eneral Whitelock attempted to carry it with a orce of 12,000 men, and not only failed in his ttompt, but was captured with his whole force.
Rusign S. accompanied his regiment in the exedition to Portugal, and fought under the stanard of Sir John Moore; and indeed served in the rious operations of the army till the beginning 1809, when he was captured by a troop of

rench cavalry.

There was a soldier-like enterprise about young or duties of a difficult and dangerous character ne of his superior officers speaks of his sagacity nd spirit of (nterprise, and of the great advan-age he (Sir B. D.) derived from his knowledge the Spanish language, acquired, no doubt, en Edmund was a prisoner in the wilds of outh America.

But to our story. Our enterprising young hero

was captured by the French when engaged in a lashing and desultory operation under the com-pand of Sir Robert Wilson, who, in person, sur-rised and carried off a small post of French uvalry near Calvidella; but here Sir Robert d to his cost, or rather to his lieutenant's that he had caught a Tartar. A troop of ench cavalry came to the rescue, overthrew d routed Sir Robert Wilson's followers, and de prisoners of many of them, and among the mber of our young acro, who was carried erland to Yerdun, in the east of France, a ation selected by the French Government for rerland to glish prisoners. The journey was a long and fficult one; but he arrived at his destina-on is the March of 1809, where he was placed

Possessed of a cheerful disposition and genial e handsome young English officer with hospi-lity and kindness. Verdon at this time was a ty and kindness. Verdun at this time was a y pleasant residence. There were bails and ties innumerable, to which all English officers parole were invited. Our hero appeared at a not bal masque in female costume; and by his leate tint of cheek, golden hair, perfect symtry of frame, and fascinating manners, man-ed not only to deceive, but positively to capti-to the heart of a naval officer in the British wice, who danced with and made fierce love him, to the great amusement of all those who

him, to the great amusement of all those who ree acquainted with Edmund's assumed char-ter or assumed disguise.

The sum of the supplied at, especially in a bile ball-room; and he dislikes it all the more he feels he has given anything like occasion the laughter by making a fool of himself, as in often do when desperately in love. In the ess of the naval officer, young S. had committed unparticulate offices, which could only be unpardenable offense, which could only be ned for at the point of the sword or the muzzle the pistol. It was no use to explain to him it assumed characters were the rule at bai a saumed characters were the raise at our sques, and that the more complete the decepa the greater the merit. He met all such arguits by saying that "the feelings of an officer in British navy had been trifled with; and that man who had fooled him in such a way, ler the guise of a lovely woman, and who had ard things which he should not have heard, at sive him the satisfaction of a greatlean." t give him the satisfaction of a gentleman. the rate in duelling from and before the of "Sir Lucius O'Trigger" and "Captain Absor" is, that if one party thinks, or resolves to k himself offended or badly used—no matter at any impartial person, or any number of h persons may think to the contrary—the er party must fight, Lieutenant S. was com-led, most unwillingly, to accept the naval offi-

s challenge, after offering every apology chone gentieman could offer to another, hey met the following morning, when Ed-ad, who perhaps felt he had gone a little too in allowing the naval officer to make a fool of self, fired in the air. Not so his antagonist, took deliberate aim and shot our hero agh the side. He then rushed up, and as is al on such occasions expressed deep regret, paid marked attention to his wounded hd," for "they became friends ever after." ven protect us from friends or friendships this, cemented in blood! e French police at Verdun, who winked at,

ther encouraged, the duel, got into disgrace eccunt of it; and as some of them were dised, a bad feeling sprung up among the intants of the place towards the English oners on parole, as a "quarrelsome and dthirsty set, who could not take a joke."

sutenant S.'s wound was not as serious as a first anorphysical, and it has recovered. at first apprehended; and as he possessed an lient constitution and good healing flesh, he con upon his legs again, and as ready for ar fishting—that is, for fighting Prenchmen, findlish asymptotic for the control of the control of

glish naval officers-as ever. English naval officers—as ever, on after his recovery he was presented by a thirdeaman with a bill for goods, which he invinced he had previously paid; but as he I not then find the receipt and refused to pay and time, the tradesman brought him before brefect, who sent him to prison "till he should the debt." Truly that prison was a purea. e debt." Truly that prison was a purga-

ine him now alone and melancholy, seated wooden bench of a French sponging-hen he suddenly throws up his head, for thought has struck him, which gives a chis pale and delicate face. The question he put to himself was one which touched mor as a British officer. It was this;—
s my arrest and imprisonment put me off
wole? Does the conduct of this tradesman
his prefect afford me the opportunity of
ing with unblemished honor?" A delicate ion, no doubt; for it was not to the civil tment of the State (to which the tradesman refect belonged), that he had pledged his not to escape, but to the military. But if litary department allowed the civil depart-to override it, and to confine a man in who had been placed on parole, what then? was a very difficult question, and we can

We are not informed as so the manner of his escape from the debtor's prison at Verdue, but he had no sooner left that place and entered on the high read than he felt the difficulty and danger of his situation. He had a peddler's pack, it is true, which would render him a welcome visitor in any village or town of France; but he had no passport, and, for want of this, was obliged to travel by night, and to betake himself to the woods by day A few days after his flight he had some remarka-ble escapes from different bodies of gendarmes that were hovering around him. The pursuit through a wood was at one time so hot that he had to adopt the apparei of a French pessant girl, having blidden his pack in a thicket. Repairing in this guise to an authorge, or inn, he asked for refreshment. While there his pursuers entered the room in which he sat and inquired of the land-lord concerning him, giving an exact description

Feding that inns were dangerous places for those who desired to avoid observation be re-paired to a retired cottage and begged a night's lodging. His request was granted. The family consisted of father, mother, two sons, and an only daughter. It was decided by the old people but "In tille interessante" should have the half of the damahter's bed.

of the daughter's bed.

Here was a predicament for our handsome young leutemant! What was he to do? To reveal his character to the family? This might have been daugerons. To reveal it to the daughter? This would have been indelicate. He managed wen dangerons. To reveau a to the managed this would have been indeficate. He managed somehow to preserve, as he imagined, his secret much. During the day le worked with the family in the field, gleaning and binding up sheaves, for it was harvest time; and during the night slept woost hospitably by a family at Bordenix, who premised every assistance to facilitate his object. Here he remained two months without any feasible rande of escape presenting itself, when he re-

to it." He remained with this sind and simple inmity for about a week, and then took his depar-ture; but just before he left, the daughter in-formed him, with a sty smile, that she knew he was not what he seemed. We cannot imagine how she discovered it; but there can be no doubt that she was a very Ruth sleeping at the feet of flore lendor.

Boar junior.

He hastened from the cottage to his retreat in the wood, where he had left his bundle, and in doing so got a glimpse of a party of mounted gendarmes, the same party that had followed him to the village the week before. They seemed conscious that the fox was still "in cover," and had not "atole away," which he was now about to do.

Later that same day he ventured to peep out Later that same day he remured to peep out of his enclosure, bundle in hand, and saw a horseman approaching with a pillion-saidle.

"Will you give me a lift?" inquired our fugitive, coming boildly out of the wood.

"Monter, mademoiselle," replied the horseman, assisting the licutemant to the empty seat behind him. The horseman, who carried him in this fashion for about two leagues, informed him that he had met a troop of cendarines who were

fash on for about two leagues, informed him that he had net a troop of gendarmes, who were stoking an English officer that had esca ped from Verdun. Edmund made no remarks, but concluded that the party in pursuit, discovering themselves at fault, were, to use a coursing term, "trying back to find the game." Under these circumstances he felt himself comparatively safe. The question now was, What should be his next disguise? for he determined to discard that of a female. It is true it had some advantages, and had saved him from the hards of condurates. but bad saved him from the hands of gendarines, but gowns, bennets, and petticeats have their peculiar dangers and temptations; he would have nothing more to do with them. He might have reassumed the disgaise of a peddler; but he suspected that the police were, by this time, aware of the profes-sion or calling he had adopted on leaving Verdun. He decided on being a sailor on his way to Rot-terdam; and betook himself to a neighboring wood to make his toilet. Here he discovered a dificiency in an important article of dress—wo selieve he was minus a pair of blue nether gar ments—which would never do in going to the Netherlands; so he adopted the profession of a poor laborer, mounted a red wig, and ornamented his handsome face with a patch over one of his eyes. In this disguised condition, he entered the city of Rotterdam in the actumn of 1810. It was his object to procure a speedy passage

to England—a difficult matter to accomplish, as the war between France and England was then at its height, and Napoleon was doing his utmost to destroy the traffic between England and the Netherlands. He was compelled, under those circumstances, to make an arrangement with the captain of a smuggling vessel to land him on the English coast; but this scoundrel, instead of fulfilling his agreement, informed the police of his intentions, who forthwith arrested our poor lieutenant and put him in irons. A sad termina-tion this of his long journey and hairbreadth

escapes. He was detained at Rotterdam till instructions were received of his destination; and in the interim the greatest precautions were taken to pre vent his escape, a sentry being placed at his prisen door by day and night; for, by this time, our here had acquired a little character for break-ing prison, deceiving French police, and bamozling gendarmes.

bozzing gendarmes.

About three weeks from the period of his arcest at Rotterdam, an order arrived for his removal to the fortress of Ritche. He was placed under a strong escort of troopers, and commenced a miserable march, which lasted apwards of six weeks, during which period he was subjected to the greatest crucity and indignity, being, on some occasions, when scarcely able to walk, tied to the tail of one of their horses and dragged on. He was generally confined during the night in the gloomy cell of a prison in the town where the party halted. During the six weeks employed in this journey he was unable to charge any part of his wearing apparel—not even his shirt. His appearance, on entering Bitche, was that of a specific proposed for the proposed on the proposed content of the day what he appearance, on entering Bitche, was that of a

his wearing apparel—not even his shirt. His appearance, on entering Bitche, was that of a miscrable beggar—ragged, fifthy, and cadaverous. The dashing and handsome young Lleutenant S, was never so completely disguised as now.

On arriving at the fortress of Bitche, he was heavily ironed, and confined in a dangeon forty feet under ground. Here all dreams of prison-breaking were annihilated, and with them all breasing were annihilated, and with them all hopes of liberty. He looked upon nimself as a doomed man, and upon his damp cell as his sepulchre. It is not to be wondered at, that under such circumstances his frame should break down. He was seized with a violent fever, and for several days his life was despaired of. But after a time he rallied; and at the end of six months, and as the read of the result of most humans. the result of more humane treatment, recovered

the result of more humane treatment, recovered somewhat of his usual strength.

During this long period of convalescence he was frequently visited by a French officer stationed in the fortress, who seemed to take a deep interest in him. The officer for the time in charge of the prison guard had the privilege, under certain restrictions, of inviting a prisoner to his guard-room. The French officer referred to took advantage of this privilege—when it was his turn—to lavite our hero. The result of this intercourse was, that a lasting friendship sprung up between these two young men.

intercourse was, that a lasting friendship sprung up between these two young men.

But friendship is one thing, and strict notions of military duty another. The French officer interfered, and interfered successfully, in having his friend's irons removed, and in having him located in better and more wholesome quarters than he had first occupied; but the question which S. put to himself over and over again, although he hesitated to put it to his friend, was, "Would he help me to escape?"

The desire of escaping was again the masterpassion of his soul. The hope which appeared to have died out in his damp cell forty feet beneath the surface of the carth, arose and plumed its wings when the light of heaven was let in, and the hand of friendship stretched out. Hope such as this is like a caged eagle, that will break its bars or its breast.

as this is the acceptance of the bars of its breast.
Licutenant S. could contain himself no longer.
He must put his friend to the test and see of
what material his friendship consisted. One day
what material his resident to him rather abruptly, "Will

ne put the question to him rather autupity, "will you help me to escape, for I am resolved to make the attempt?"

The reply was as decided as the question was abrupt:—"I will sid you to the utmost of my power."

"True as steet," soliloquized our hero, grasping his friend's hand, and retiring to mature his plans.

plans.
"To break prison" in the fortress of Bitche seemed utterly impossible; and, if accomplished, to avoid detection after doing so, and escape to avoid detection after doing so, and escape from a place so guarded and surrounded by seutries, appeared as hopeloss as it was hazardons. Some other means must be devised. After long and serious consultation it was finally decided that the wisest mode of escape was for the English officer to walk out of the fortress in a suit of French uniform. The attempt was made in the dusk of evening, and succeeded.

"But where did he get the French uniform?"
I must request that the reader will ask no impertment questions. But I am given to understand that he found them in his cell.

It may appear strange, but it is not less true,

Istand that he found them in his cell.

It may appear strange, but it is not less true, that Lieutenant S. should turn his steps in the direction of Verdun, where he had been so long a prisoner on parole, where he was so well known, and from which he had escaped in the guise of a peddler. We must sappose he had good reasons for doing so. Perhaps he concluded that Verdun would be the very last place where the authorities would think of looking for him.

Early in the morning of the second day he

ties would think of looking for him.

Early in the morning of the second day, he arrived weary and foot sore under the walls of Verdue, having performed the whole journey, a distance of thirty leagues, on foot. He had retired to a wood before approaching the town, in order to change his regimentals for the clothes of a peasant. These frequent changes of apparel were well calculated to baffle his pursuers.

Before leaving Bitche he had arranged with a friend at Verduen to meet him with a rope at an

the opportunity, if necessary, of changing his | quarters in the sponging-house with the ditch of quarters in the sponging-house with the ditch of the fortress outside. He can stand this state of things no longer; he must make a bold dash and get in, although he had no passport. A wagon with hay approached the gate. He took his place at its side, like a party in charge, and entered without inquiry. He was scarcely within the walls before he saw an old friend, Captain R., rushing up to salote him. Edmund 8, placed his finger on the side of his nose and gave him the go-by.

the go-by.

Our hero felt that, under such circumstances, the shorter he made his stay in Verdun the better for himself and his fronds, so he forthwish procured a blank passport, and after applying himself for a few days with the most conscientious will passed to the practice of imitating other men's offigence to the practice of imitating other men's antographs, he succeeded in producing a most respectable and vertable-looking passport, with the names of the profess duly affixed or forged, With this plocument, a new sulf of Prench regi-

mentals, and money in his purse, he had no distinctely in leaving Verdun, as an officer about to join his regiment in Spain.

Our here, whose destination was Berdenny, in the south of France, took Paris in his route, where he remained and amused homself for about three weeks, during which time he assumed the parb of a civiling.

garb of a civilian.

He traveled by a diligence from Paris to Bordeaux. In the diligence he saet two French officers, and one of them, in course of conversation, asked him if he were a Frenchman, but I have lived a long time in France." The reply, as I'dinand expected, "shut up" the Frenchman, who did not understand Dueds.

He was received most kindle and enterstand.

Here he remained two months without any feasible mode or except presenting itself, when he repolved, like Crewar, to commit himself with his fertures to the sea, which he tooked upon as a portion of the brisch domations. He might probably fall is with one of the vessels of the English facet which was hovering about the coast.

The city of Bordoux, as the reader is aware, is situated on the river Garonne, which empties that each the search of the coast.

tiself into the Hay of Biscay. Here, at Bordeaux, our hero purchased a small fishing-boat, laid in a stock of provisions, bired a sallor as steeraman, and passed down the river in the lacket, bootand chapeau of a French fisherman. On the vening of the second day they were in the steary of the river, and before them rolled the Bay of Riscay, looking as heree and open mouthed as a shark. "The criter"—as Long Tom Coffin-nif of the harpooned whale—"was in its flurry." this, notwithstanding its swell and flurry—perapa "fury" would be the better term—our bere old the steersman to "sail out."

"Out to see—into the bay."
"It would be madess, sir; it would be destructed. This boat could never live in such a sea." "Did you ever try ?"
"Never, sir."

"Then you can know sothing about it. Sail out, I tell you; or I shall take the rudder from your hands."

The sailor was stubborn, and, when coerced, attempted to make a signal to a French guard-ship which lay in the mouth of the river. Our lieutenant, seeing this, drew out a pistol, placed it at his head, and threatened to blow his brains

out if he moved a finger or gave any alarm. Being in this way perfectly cowed by the resolute conduct of his employer, he implicitly followed his directions. But some beatmen on the beach, suspecting that all was not right, pushed out two boats and gave chase. The wind, which was fresh and from the southeast, was in favor of our hero's little craft, which carried her canvas with ease, and rose on the bosom of the swelling

ease, and rose on the bosom of the swelling billows like a cork.

In the course of two or three hours the pursuing boats were "nowhere." At daybreak the next morning our here found himself within hall of the British fleet lying at anchor in the Basque Rosals. The sailors, when made acquainted with our Heatenant's history, received him with hearty cheers—the officers and admiral with orea area. with open arms. Here terminates the history of our hero's

remarkable escapes. At Waterloo he was hit with a round shot, which carried off one of his legs. He lived till the next morning, but died of hemorrhage, in the thirty-seventh year o

## SUGGESTIONS AFOUT SWEARING.

ITS LIMITS AND PENALTIES, To swear is a vulgar and wicked habit, forbidien by the law of God and the usages of good ociety. But it is often difficult to know when the dividing line between a mere elaculation and an oath is reached. Tom Hood called the slamming of a door by a person in a passion "a wooden oath." In the British empire there is a penalty of a fine for swearing. By the act of 19

"Do the penalties vary according to the strong h
of the blusphenry: The Duke of Wellington
seems certainly to have formed some conception
of a classification of oaths on this principle. When
asked by the Government of the day what he asked by the Government of the day what he thought of the Proposal on the part of the Prench Government to remove Napoleon's bones from St. Helena, the great captain is reported to have said :- "Well, I don't see why they shouldn't have his bones if they want them. Otherwise they'll say we're afraid. Not that I care what they say,' I don't care a two-pointy d-n what they say,' Now will any of our legal friends assist us here? What is a two-penny d-n?"

Two profane men, Daniel Neale and James Scott, were lately fined in Glasgow for swearing; and the paper from which we have above quoted

further remarks :-"There are many other interesting fields of in-quiry opened up by the law under which Scott and Daniel Neale have been fined. For instance, does the object cursed make any difference? Is the fine as neavy for cursing a stubborn donkey as for cursing a fellow man? Would the irascible as for cursing a follow-man; would the fractions old gentleman who bursts forth with a savage malediction upon the stone against which he has struck his gouty toe; would the heavy swell who cursus the committee that spattered his clean trousers with mud; would the fuddled youth who is trying to let himself in at two in the morning, and breathes a half-articulate curse upon the keyholc which won't let him get the latch-key h; would the man who curses himself and the man who curses some other body—would all these be mulcited in the same amount, provided the formula employed were in all cases the same? Would it make no difference that the male diction, if it could hurt a man, could certainly not hurt a

donkey?
"Then there is the question of oaths uttered in one hurst of passion, as distinguished from the same number of oaths uttered after successive intervals, admitting of reflection. In the Scott case, Mr. Justice Blackburn gave it as his opinion case, Mr. Justice Blackburn gave it awhis opinion that 'one big volley of oaths should be deemed only one offense.' And morally, there is certainly agreat difference between the two cases. Then there are the compound oaths, like the oath that Redmond swore when under examination before a committee of the House of Commons. 'It's the sacred truth I'm spakin',' he roared out, when the opposing counsel was questioning him strongly as to his veracity—It's the sacred truth I'm spakin', by the sowl of Dan O'Connell, which is big, and your own sowl, which is very little, my Lord' Would this himembrai oath be counted as one or as two? Again, would a curse embracing the whole body entitle the biasphemer, without incurring any fresh penalties, to curse in detail the various parts of the aforecaid body, as, s. g., the eyes? on the principle that having paid (prospectively) for a curse on the containing whole, he is at liberty to curse at his leisure the contained parts, and, as Coloridge puts it, 'charitably dispose o' the fractional parts of his opponent's body and limbs to every conceivable and nent's body and limbs to every conselvable and inconceivable place that ever Quevedo dreamedo?. "A still more important question, and one that brings the subject nearer home, remains. Does brings the subject nearer home, remains. Does swiaring, when put in a genteel dress, come within the letter or the spirit of the law? Is 'lly George,' 'By Jingo,' or 'By the Holy Pokes,' punishable under the act? Does the wiendows young lady, with her 'O la!' lier 'O my!' and 'Goodness grachens!' escape because the oath is left incomplete in expression? Strange, is it not, to see in what respectable houses blasphemy finds its way when it puts on its kid gloves? Again, does putting a curse in the impersonal form exempt the blasphemer from the penalties of the law? as when he cries:—'Douce take it!' 'Hang it!' 'Confound it!' Then what of Mr. Mantillin and his genteel little 'Demmit!' This, by the way, must surely have been the mild form of imprecation which the Great Duke alluded to. But Mr. Mantillin suggests another question; for Mr. Mantillin is gengest another question; arrived weary and foot-sore under the walls of the whole journey, a who had been placed on parole, what then it distance of thirty leagues, on foot. He had retired to a wood before approaching the town, in order to consult his friends, who agreed that his amount rendered his liberty of parole null of his friends at leaving mith honor. This decision of his friends dhis movements.

He question remained, Whither should he had arranged with some English ship, and in what disguise? He finally resolved his heped to meet with some English ship, and in what disguise of a peddler, with agood f wearing apparel, which would afford him to formerly was to get out, comparing his friends and husgry, hanging about the gates of Verdun, having performed the whole journey, a distance of thirty leagues, on foot. He had retired to a wood before approaching the town, in order to anywer for any destruction of husman life that has faken place of the laws of the country. Who, then, is to pay for Mr. Mantilini, being a fiction, cannot possibly be brought before the court to answer for any destruction of husman life that has faken place of the laws of the country. Who, then, is to pay for Mr. Mantilini, being a fiction, cannot possibly be brought before the court to answer for any destruction of husman life that has faken place of the laws of the country. Who, then, is to pay for Mr. Mantilini, being a fiction, cannot possibly be brought before the court to answer for any destruction of the many destruction of the many destruction of the many intringement of the laws of the country. Who, then, is to pay for Mr. Mantilini, being a fiction, cannot possibly be brought before the country. Who, then, had the prodigious destruction of the many intringement of the laws of the country. Who, then, is to pay for Mr. Mantilini, being a fiction, cannot possibly to the slaver of the town, in order the country. Who, then, is to pay for Mr. Mantilini, being a fiction, cannot possibly be brought before the country. Who, then had the same place in the fi

DR. LIVINGSTONE ON APRICA.

The most important feature of Monday's procedings was the lecture of Dr. Livingstone, giving a digest of his African experiences. So great was the anxiety to hear it that, while the Doctor himself read it to a crowded andience at the OUTSIDE LINE OF STEAMERS theatre, it was also read at the Mineral Water Hospital. The following is the main portion of

"The slave trade is a gigantic evil which meets us at every step in that country. We cannot move through any part without meeting captured men and women, bound, and sometimes gagged; so no good can be done if this crying evil is not grappied with. The good bishop had some 200 people entirely at his disposal, and would soon have presented to the country an example of a free community supported by its own is duarry, where fair dealing could be met, which would unatombtedly have exerted imwhich would undoubtedly have exerted immense influence; for wherever the English name
is known, it is associated with freedom and fair
play. Some seem to take pleasure is running down
hor fellow-countrymen; but the longer I live
I like them the better. They carry with them
a me sense of law and juetter, and a spirit of
hindliness, and were I in a dimently I should
prefer going to an legishman in preference to
any other for asi, and as for English somen, they
to undeatherdly make the best wives, mathers,
slaters, and thoughters in the world. It is this
conviction that makes me, in my desire to see
slavery aboushed and human happiness promated, entertly wish to have some of our country me in ran-planted to a region where they would
both give and receive bettell, where every decen both give and receive benefit, where every decen Christian Englishman, whether Churchman o Thiseaster, learned or unlearned, liberal or bigoted would actually become a blessing by introducing a better system than that which has prevailed for a better system than that which has provailed for ages. We conducted Bishop Mackenzie and party up to the highlands, and after spending three or four days with them, returned, and never had any more connection with the conduct of that mission. We carried a boat past Murchison's Catarists. By these the river descended at five different leaps of great beauty, 1200 feet in a distance of about forty miles. Above that we had sixty miles of fine, deep river, flowing placelity on to Lake N'yassa. As we sailed into this fine fresh water lake, we were naturally anxious to know its depth—10, 12, 20, 30 fathoms—then no bottom with all our line; and John Neal, our sailor, at less pronounced it fit for the Great Eastern to sail in. We touched the bottom in a bay with a line of 100 fathoms, and a mile out could find no bettom at 116 fathoms. It contains plenty of fish, and great numbers of natives daily of fish, and great numbers of natives daily engage in catching them with nets, hooks, sp. ars, torches, and poison. The water remains alout 70 degrees, and the crocodiles, having plenty of fish to eat, rarely attack men. It is from plenty of fish to eat, rarely attack men. It is from twenty to fifty or sixty miles broad, and we saw at least 224 miles of its length. As seen from the lake it seems surrounded by mountains, and from these furious storms come suddenly down and raise high seas which are dangerous for a boat; but the native cances are formed so as to go easily along the surf. The apparent mountains on the west were ascended last year, and found to be only the errors of a treat higher 2000 forther. only the edges of a great plateau 3000 feet above the sea. This is cool, well watered, and well peo-pled with Mangania and Marani, some of whom possess cattle; and I have no doubt but that the first hardships over, and properly housed and fed, Europeans would enjoy life and comfort. This part of Africa has exactly the same form as Western India at Bombay, only this is a little higher and coler. Well, having now a fair way into the dghlands, by means of the Zambesi and the shre, and a navigal to course of river and lake of 100 miles, across which nearly all the slaves of the Red Sea and the Persian Gulf, as well as some for Guba, went, and nearly all the minibil-ints of this densely populated country actually knowing how to cultivate cotton, it seemed likely that their strong propensity to trade might be easily turned to the advantage of our own coun-try as well as theirs. And here I beg to remark that on my first journey my attention not having then been turned to the subject, I noticed only a few cases of its cultivation; but in this I saw a few cases of its cultivation; but in this I saw much more than I had previously any idea of. The native cotton is short in the staple, strong, much like wool in the hand, and as good as Upland American; a second has been introduced, as is seen in the name, being foreign cotton; and a third variety of very superior onlity, very long in the fibre. very superior quality, very long in the fibre, though usually believed to belong to South America, was found right in the middle of the continent—in the country of the Makololo.—A tree of it was eight inches in diameter, or like an ordinary apple true. And all these required planting not oftener than once in three years. There is no danger of frost either, to injure the There is no danger of frost either, to injure the crops. No sooner, however, had we begin our labors among the Mangania, than the Arican Portuguese, by supplying the Ajana with arms and ammunition, to be paid for in slaves, produced the utmost confusion. Village after village was attacked and burned, for the Mangania, armed only with bows and arrows, could not stand beforefire arms. The bowman's way of fighting is to lie in ambush, and shoot at his enemy unawares; while those with guns making a great noise, cause the bowmen to run away, and the women and children become captives. This process of stave-huntles went on for some months, and then a panic select the Man-garda nation. All fied down to the river, only anxions to get that between them and their enemiss; but they had left all their food behind them, and starvation of thousands ensued. The Shire valley, where thousands lived at our first visit, was converted into literally a valley of dry

visit, was converted into literally a valley of dry tones. One cannot sow walk a mile without seeing a human skeleton. Open a hat in the now deserted village, and there lies the unburied skeleton. In some I opened there were two skeletons, and a little one rolled up in a mat lying between them. I have always hated putting the blame of my fallure upon any one else, from a conviction that a man ought to succeed in all feasible projects in some of everybody, and now I am not to be understood as cashing a slur on the Portuguese in Europe. The Viscount Lavradio, the Viscount de Sa' da Bandeira, and others, are as anxious to see the abolition of the slave trade as could be desired. But the evil is done by the assertion in Europe of dominion in Africa, the assertion in Europe of dominion in Africa, when it is quite well-known that they have only a few half-custes, the children of convicts by black women, who have actually to pay tribute to the pure natives. Were they of the smallest benefit to Portugal; if any one ever made a fortune and went home to spend it in Lisbon; or if any pleasure whatever could be derived by the ortuguese Government from spending £5006 annually on needy governors who all connive at the slave trade, the thing could be understood. But Portugal gains nothing but a shocking bad name as the first that began the slave; trade and the last to end it. To us it is a serious mat-ter to see Lord Palmerston's policy, which has been so eminently successful on the west, so largely neutralized on the east coast. A great nation like ours cannot get rid of its obligations to other members of the great community of nations. The police of the sea must be [main-tained; and should we send no more cruisers to suppress the slave trade, we would soon be obliged

nations. The police of the sea must be [maintained; and should we send no more cruisers to suppress the size trade, we would soon be obliged to send them to suppress piracy, for no traffic engenders is wiessness as does this oddous trade. The plan I proposed required a steamer on Lake N'yassa to take up the ivory trade, as it is by the aid of that trade that the traffic in siaves is carried on. The Government sent out a steamer, which, though an excellent one, was too deep for the Shire. Another steamer was then built at my own expense. This was all that could be desired—made to unscrew in twenty-four pieces—and the Lady of N'yassa or Lady of the Lake was actually anscrewed and ready for conveyance at the foot of Murchison's Cataracts, when the people being swept away in the manner I have mentioned, a work was kindered which I confidently believe would have entirely changed the state of the country. It was this steamer Lady of N'yassa that took me across the Indian Ocean, and in it I purpose to try sgain. Were I young again I would gladly devote my time to the missionary work, but that must be done by younger men, specially educated for it—men willing to roughlif, and yet hold quietly and patiently on. If being baffied had ever made me lose heart, I should never have been here in the position which by your kindness I now occupy.

"I latend to make another altempt, but this time to the porth of the Portuguese; and I feel greatly encounged by the interest you show, as it cannot be for the person, but your sy may have been here in the position which by your kindness I now occupy.

"I latend to make another altempt, but this time to the porth of the Portuguese; and I feel greatly encounged by the interest you show, as it cannot be for the person, but your sy may have been here in the position which by your kindness I now occupy.

"I stead to make about him; then drifting helpicasly into a war about him; then drifting helpicasly into a war about him; then drifting helpicasly have a seamer of the words. It save has o

SHIPPING. REOPENING

70 NEW YORK. THE COASTWISE STRAMSHIP COMPANYS LINE OF

PIRST CLASS SCHEW STEAMERS, E. C. RNIGHT, Captain Gallagher, JOHN GIESON, Captain Bowen, Will make a regular fri-weekly flue, communicing

SATURDAY, OUTOBER 22, 1864, LEAVING PHILADELPHIA RYMRY

TUESDAY, THURSDAY, & SATURDAY, From the Company's wharf, first above bace etreet, AT 19 O'CLOCK M.,

And from How York, Pier II, North river, on some days,

greaty our this cowio. Freignt received startly, headful in the most careful man ner, and delivered with the utmost despatch. For further particulars, apply to

WILLIAM J. TAYLOR & CO., No. 210 S. WHARVES, PHILADELPHIA, and

10-20-ct PIER 1.3, MORTH BUYER, KEW YORK. STEAM WEEKLY TO LIVER-

and Participant Standary, October 23.

Liffs NULSO, Saturday, October 23.

Liffs OF WASHINGFON, Baturday, October 23.

CITY OF WASHINGFON, Baturday, November 5.

And every space-ding Saturday, & Boon, from Pier No.

48 North Eiver.

EATES OF PASSAGE PAYABLE IN CURINENCY.

Pure Cable. Extres OF PASSAGE PAYABLE IN CURIEFROY.

First Cabin. ... \$165 co Successo ... \$20 co

First Cabin to Landon 170 co Steerage to London ... \$20 co

First Cabin to Haris. 190 co Steerage to London ... \$20 co

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Fascements also Corentided to Havre, Bromen, Rot
terdam, Antiverp. \$20. at squally low rates.

Farse to the Inversed or Queensiews ... First Cabin,

\$160, \$170, \$210. Steerage from Liverpool and Queens
town \$570. These who wish to send for their friends cas

by tricks here at these rates.

Yor further into matter agold at the Company's offices.

So, III WALRUT Street, Palvadespuis.

BOSTON AND PHILADELPHIA BOSTON AND PHILADELPHIA
Becauselp Line, saling from oach port on
naturally from first wharf above PINE Street, Philadeophia, and Long Wharf, Boston. From first wharf
above FINE Street, on Saturday, October 23, 1884.
The stemmship NOHMAN, Baker, will sadfrom Philadelphia flor Boston, on Saturday, October 29, at 19 A. M.,
and the stemmship WaxON, Mainneys, from Boston for
Philadelphia, on same day, at 4 F. M.
These new and substantial stommships form a regular
line, sating from each port purchashy on Saturdays.
Insurances effected at one-half the grunnium coacged on
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Freights taken at fair rates.

Shippers are requested to send Slip Receipts and Bills

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## BAILROAD LINES.

THE PENNSYLVANIA CENTRAL BAIL-PHILADELPHIA TO PITTSHURG-BS MILES: WITHOUT CHANGE OF CARS. THE SHORT LINE ROUTE TO ALL POINTS IN THE GREAT WEST:

The Ticket Office of the PENNSYLVANIA CENTRAL ALLEGAD is now located at the New Passerger Depot the Company, THERTIETH AND MARKET Streets. of the Comeany, THREE PARTY FRILADELPHIA.
THROUGH TICKETS

CLEVELAND, Can be presented to
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INIHANAPOLIS, DAYTON,
CHICAGO, EAVENWORTH, COUCHNAFI,
COLUMBUS, WHEELING,
And all principal points.

Baggage checked to destination.

PHILADELPHIA AND ERIE RATEROAD. Philadelphia to Eric, 451 miles, without change of Cars. The Shortest, Quickest, and Cheapest Route

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OIL REGIONS OF PENNSTLVANIAI
THE MAIL TRAIN.

at S.A. M., for Downhardswin, Lancaster, Co'umbia, Harrichary Fitting, and all intermediate points, makes close
connection at Harris-bure with the trains of the Northern
Control Railway for Sunbury, Whitespeech, Lock Haven,
Danville, Rep. et, Hoomboury, Hearthey, Shuckshiruy,
""morth, kingsten, Wysming, Fitiston, Seration,
Emitra, Judale, Rochester, Canandaluna, Niagara Falis,
(No change o, Cara between Fillachebita and LieuRaine, Chambershiruz, and Hagerstew," At Columbia, with
the Yerk and Wrightsville Railway for York, Hanover, and
Gettysburg.

THE FAST LINE.

stil 40 A. M., for Pittsburg and the West, makes council tion at Landaville with the THE FAST LINE.

Still 40 A. M. for Pittsburg and the West, makes connection at Landisville with the Hending and Codombia Radinal Rad

the Ballimore Express for Philipping and all Western pollute.

THE PHILADELPHIA EXPERSS, at 16th P.M., cans discount without change of ears to Philaburg and there eminates with all diverging roads, North, South, and West. Sheeping core run through with the train to Philaburg. A through car for Williamsont and the trains and west sheeping core run through with the train edited points is attached to this train, and reaches Williamsont at 765 A.M.

The Philadelphia Express leaves dially. The Eric Express exves daily, except Sanday.

All other trains leave didly, except Sanday.

All other trains leave didly, except Sanday.

the cars of the Markel Street Passenger Ballway will insve Elghib street at 7 15 P.M. to connect with the Philadelphia Express, and at 10 P.M. to connect with the Philadelphia Coupling at the Philadelphia depot.

Express at the Philadelphia dopped.

Express at the Philadelphia dopped.

Express at the Philadelphia dopped.

Coupling Title WEEK, except Sunday, the cars of the Market Street Passenger Rullway will leave Frest street every two minutes, commercing our bour previous to the line of departure of cach train, and the bast car will heave their minutes prior to the starting time of each train from the Philadelphia depot.

chased at low rates, good for diffy-four trips, if used within the month.

FAMILY COUPON TICKETS, at reduced rates from local fare, and pand for twelve mouths from date of leans, for twenty-six trips between any two points. For immilisor business drams.

MON'S HLY SCLOOL TICKET'S, for the use of scholars attending school in the city, at very low rates, and childing holders to be trips, if used duting a month.

For further information, apply at the Passenger Station, curner of Thirrieth and Market stress, Philaselphia.

JOHN F. VANLEER Jr., Ticket Agent.

WESTERN EMIGRATION.

An Emigrant Accommodation Train leaves No. 197

Firsk street daily (Sundays excepted), at \$ P. M., offering an infratable medo of travel to familia going West, strong the usual rates of fare. Particular attention is paid to bagange, for which checks are given, and bagings forwarded by same train with passengers.

For full information, pipily in

FRANCIS FUNK, Emigrant Agent,
No. 107 DOCK Street,

No. DF DOCK Street,

MANN'S BAGGLAGE EXPRESS.

The effice of Mann's Remembe Express is located at the south set of the Mann's Remembe Express is located at the south set of the misconnected of the property of the misconnected of the free many many of the fellable Express Company will pear fitted for the tellable Express Company will pear fitted for the fellable for present that the property of the city. The travelling public are assured that if a curievity responsible.

THE PENNSYLVANIA HAILBOAD COMPANY will not assume any tith for bag, use, except for wearing gaparel, and Finit their responsibility to One Handre Doffars in value. All bagings exceeding that amounts it value will be at the rick of the owner, unless taken by macked conferent.

pecial contract. PRIJICHTS.

By Pils route freights of all description can be forwarded to such from any second on the rationals of this, Kenticky adding, Pilsols, Wisconsin, Iowa, or Miscouri, by rational fluori, or to any point and the uncluded rivers of the West of Secondary Secondary Secondary Secondary Secondary Pilsols of the West of of scenarios from Pinteburg, or to all has posts by statuments in the West.

The raise of freelit to and from any point in the West, the Permedia also Central Rais rendered and it these activerable as are pharged by editor in dread companies. Marking the state and admires in treating the transportation of their rails to this company has rely with absolute on the imposed framed.

For freight contravis or shipping directions, apply to or different tenders on the Company.

S. M. KINGSTON, Jr., Philadelphia, H. H. H. GUSTON,

General Privail Agent, Philadelphia,

HENRY W. GWINNARS.

General Telest Agent, Philadelphia,

ENGER LEWIS.

10-21 General Throw and Philadelphia,

ENGER LEWIS.

10-21 General Throw and Philadelphia.

WEST CHESTER AND PHILADELPHIA
EARLICOAD, VIA MEDIA.
BY BING ARRANGEMENT.
On and after FRIPAY, April 1, 1861, the Trains will leave

fellows:--Leave Philadelphia, from the Depot, corner of THERTY-REST and MARKET Streets, S.A. M., 11:05 A. M., 2:38 M., 4:30 P. M., 0:45 P. M. Philadelphia Depot changed from Elightrenth and MARKET Streets to THREE FIRST and MARKET

MARKET Streets to THIRIT FIRST and MARKET Streets.

Leave West Chester, from the Depot on East MARKET Street, C20 A. M., 743 A. M., 11 A. M., 2 F. M., 455 P. M.

The cars of the West Fidandelphia Passenger Railway Company (Market street) will colvey Passengers to and from the Fidandelphia Lepot.

Leave Philadelphia at 830 A. M. and 250 P. M., Lave West Chester at S. M. and 440 P. M., and west Chester at S. M. and 440 P. M., connect with frame on the Philadelphia at 8 A. M. and 450 P. M., connect with frame on the Philadelphia and Railmore Central Railread for Cathed and Intermediate points.

J44-17 HESSY WOOD, General Supermirendent.

RAILROAD LINES. CHANGE OF DEPOT PENNSYLVANIA BAILBOAD.

On and after SUNDAY, October 15, 1864, the Ticket Office of the Pennsylvants Rainvad will be at the Passenger Depot, THISTISTIS AND MARKET Streets, West TARRENGER TRAINS

WEST PHILADELPHIA STATION
45 FOLLOWS:-Mail Train
Parkeaburg Train, Eu. 1.
Parkeaburg Train, No. 2.
Harriaburg Accommodation. ticaster Accommodation Philadelphia Express AND ARRIVE -Eric Express.
Philadelphila Express.
Pand Accommodation
Parhyshurg accommodation, No. 1.
Fast Line. 45 \$20 A. M. perfahing Accommodation...

Phitadelphia Express leaves daily.

Eth: except Saturdays.
All other Trains daily, except Bunday.

All other Trains daily, except Sunday.

ON SUNDAY.

The Cars of the Merical Served Parameter Railway will leave Habits cause at 7 to 7, M., to comped with the Erical Express, and at 10 r. M., in minest with the Fritadsphila Express at the West Philodelphila Depot.

Express at the West Philodelphila Depot.

The Cars of the Marikat Striket Paddenger Railly Way will have Front street every minots, commoning one hour previous to the time of departure of each train, and the lastent will save thirty minima prior to the starting time of each train growthe West Philadelphila Popot.

MANN'S BARGAGE EXPRESS

The Office of MANN'S BARGAGE EXPRESS will be ireared at the 8. E. COUNER OF ELEVENTH AND MARKET STREET and be will call for and deliver Haggage to the flow all trains as betweeners.

This Delphy AT THE CHENER OF ELEVENTH AND MARKET STREETS WILL DE CLOSED AFTER BATURDAY, Both bustant.

G. C. FRANCISCUS,

Sent. Philadelphila Division Press. Entired.

ATURDAY, 15th Instant.

G. C. FEANUISCUE,

Scot. Philadelphia Divis on Prons. Railroad,
West Philadelphia, October 11, 1864.

10-13-51

DHILADELPHIA, GERMANTOWN, AND NORRESTOWN RAILEGAD.
TIME TARLE.
On and after MONDAY, May 16, 1966, until further

BOLICE. FOR CERMANTOWN.
Lewer Philadelphia 6, 7, 8, 9, 10, 11, 13 A. M.; 1, 2, 319
23, 4, 5, 53, 5, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantowe, 6, 7, 7, 20, 8, 8 0, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 5, 5, 8, 6, 7, 7, 8, 9, 10, 11, and 18 P. M.
The 8, 29 down, and the UK and 5% trains up, do not also on the Germantowe in transce. 

55; and 9 P. M.
The 55; train up, will step at Wissahickon, Manayunk and Conshecken only.

Leave Philadelphia, 6,835, 11:05 A. M., 14; 3,43; 55; 5:05 and 115; P. M.
Leave Manayunk, 65; 75; 8:20, 25; 115; A. M., 3, 5, 7; and 25; P. M.
H. R. SMITH, General Superit Scudent, myst.

Depot, NINTH and GREEN Screets.

NEW RAILROAD LINE NORTH.

PHHADELPHIA TO BROOKLYM,
THROUGH IN FIVE HOURS.
FARE 28.
EXCURSION TICKETS 53, GOOD FOR THREE DAYS.
On and after MONDAY, Agus st., 1884, trains will leave
flot of VINE Street, Philadelphia, every morning at 8 A.
M. (Sundays excepted), there a by the Cambon and Aharite and Ratism and Fedawarn Hay Railroads to Fort
Monmonth, and by the commodium stramer Jease Buyt. enmouth, and by the commodious steamer Jesse Hoyt, foot of Atlantic street, Brooklyn; returning, leave At-nic Street Wharf every day (Sundays excepted), at H A. M. Travelers to the city of New York are notified not to apply for passage by this time, the State of New Against having ranted to the Cannolen, and Ambry monopoly the exclusive privilege of carrying passancers and freight between the cities of Philadelphia and New York. 1920 of W. F. GHIFFITM, desireral Superminendent.

tweez the cities of Philadelphia and New York.

W. F. GHIFFITTS, General Superintendent.

DHILADELPHIA AND TRENTON AND
CAMDEN AND AMBOY RAILROAD COMPANIES.

On and after MONDAY, Jannary 4, 1864, the Trains for New York, leaving Kenslat into Depot. Philadelphia, at 172 A. M. (Night), and 7.50 c. M. and the trains leaving New York at 3 A. M. and 750 c. M. and the trains leaving exclusively for the United States Nails and New York and Washimian Passengers, and wife not take in mer let out any juasaengers between said cities from New York to Machington, and the Habitaght Lines from New York to Washington, and the Habitaght Lines from New York to Washington to New York, will continue as at present, and Garry passengers to and from the intermediale stations and Statemore, Washington, and New York.

Lines leave Philadelphia, from Reusington Depot, at 1715 A. M., 400, and 642 c. M., and 17-3 midnight, and from Waniut Street Wharf (via Camban), at 6 and 8 A. M., 12 M., 4 and 6 P. M., and at 12 thidright Land from Goot of Courtlandt street, at 7 A. M., 10 A. M., 12 M., 4 and 6 P. M., and at 12 thidright in And from Goot of Barciny street & 6 A. M., and 2 P. M.

READING BAILBOAD. PROM PHILADEL HIA TO THE INTERIOR OF PROMOTERIAN TO SHE INTERIOR OF QUEHANNA CUMERILAND, AND WYOMING VALLET.

NORTH, NORTHWEST, AND THE CANADAS. PASSINGER TRAINS

CALLOWITE... Streets, Philadelphia, at the following hours —

MORNING MATL.

At 800 A. M., for Reading, Lebaron, Roberta, Little Calendhia, Liarrisburg, Pottsville, Pinegrove, Tempojus, Boulbury, Wallamsport, Einira, Rochester, Musera Falls, Buthire, Albertan, Vork, Carliele, Chambersbury, Hagerelown, &c.

The trait connects at KEADING with East Pennsylvania Radicoad trains for Almidown, &c., the Reading and Columbia Radicoad trains for Almidown, &c., the Reading and Columbia, Radicoad trains for Epicals, Litz, and Commiss, and with the Lebanes Valley train for Hartchurg, &c., as P9EF CLINTON with Calawinas Radicoad trains for Wilkess arre, Williamsport, Lock Haven, Elmina, &c., at HARRISSHIKG with "Noction Central," "Cumbershire, Pinegrove, &c. AFTER NOON EXPRESS

Leaves Philade Bids at 898 P. M. for Reading, Pottswille, Pinegrove, Hartisburg, &c., connecting at Harrisburg with Fennylvania Central trains for Fireburg, &c., sorthern Central Radicoad trains for Minony, Northumberland, Knofra &c., and at Port Chinon with Canawina Radicoad trains for Minony, Northumberland, Radicoad trains for Minony, Northumberland, Radicoad trains for Minony, Simina, Buffalo, &c.

EEADING ACCOMMODATION.

bettami, Fibrita Sc., and at Part Chinton with Catawana Rairread trains for Miston, Williamsport, Simita, Buffalo, Ac.

ERADING ACCOMMODATION.

Leaves Reading at 6:60 A. M., stopping at all way stations, arriving in Fidindelphia at 5:00 P. M., arrives in Reading at 8:00 P. M. arriving in Philadelphia at 5:00 P. M., arriving in Foliadelphia at 5:00 P. M., and Fettaville at 8:15 A. M., arriving in Fibriadelphia at 1:50 P. M., Afterneon trains leave Harrisburg at 7:00 A. M., and Fettaville at 8:15 A. M., arriving in Fibriadelphia at 1:50 P. M., Pottaville at 7:00 P. M., arriving in Fibriadelphia at 1:00 P. M., Buthet trains, with a possenger car attached, leaver Fibriadelphia at 1:00 P. M., and bwavingtown at 17:00 P. M., for Fibriadelphia at 1:00 P. M., and bwavingtown at 17:00 P. M., and Fibriadelphia at 3:00 P. M., and bwavingtown at 17:00 P. M., and Philadelphia at 3:20 P. M., and 5:00 P. M. trains from Fibriadelphia at 7:20 A. M., and Fibriadelphia at 7:20 P. M., and 17:10 P. M., a

Harrisburg and at 150 P. M. for Pinegrove out a reterrate from Harrisburg at 150 P. M., and from Pinegrove at 748 A. M., and 6 P. M.

Tickers.

The following lickets are obtainable unive at the office of a B. BildPrings. Treasurer. So. 277 S. FOGETS Stream, Fillederphia, or of G. A. NICOLIS, General Superintendent, Reading .—

COMMUTATION TICKERS.

Aris per cent. discesses, between any points desired, for families and frus.

SPANON TICKERS.

For three, aix, nine, or twelve months, for holders only, to all noints, at reduced rates.

CLEGOYMEN

Readding on the office road will be formulated with cards, emitting themselves and will be formulated with cards, emitting themselves and will be formulated with fare.

From Philadelpida to principal stations, good for Saturday, Sunday, and Stonday, at reduced fare, to be had only at the Treast Office, at Thilatelpida THE and Call. OWHILL Streets.

Streets.

THEIGHT.

Goeds of all descriptions forwarded to all the above points, from the Company's new freight deput, BNOAD and WILLOW Street.

I'REGULT TRAINS
Leave Philadolphia dairy at 6 A. M., F. M., and 6 P. M., for Resolute, Especially, Lebenco, Harrisburg, Postaville, Fort Clinica, and points keyers.

Chas at the Philadolphia Pact Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 D. P. M.

1864. PHILADELPHIA AND 1864.
This great line traverses the Northern and Northwest country of Fith on Lake Bris.
It has been leaved by the FENNSYLVANIA RAILHOAD COMPANY, and under their auspices is being rapidly opened throughout its outlier length of the first on the last representation of the first on the leaves from Harrisburg to Emperium, (is indical under high states from Harrisburg to Emperium, (is indical on the Hastern Division, and from Shesileid to Eric (75 miles), on the Western Division.

Son, and from Shetheid to Eric (75 miles), on the Western Division.

Time of passender Thails at full applicable.

Mail Trein inswes.

5.00 A. M.
Express Train leaves

1.00 P. M.
Express Train leaves

traine between Philadelphia and Lock Haven, and between Hailtment with and Lock Haven, and between Philadelphia and Lock Haven, and between Hailtment and Lock Haven.

Elegant Stocching Cars on the Express Train both ways.

For inferrandian responsing Passenger instances, spoint at the S. E. corner of all Eventy Hailtment, and the S. E. corner of all Eventy Hailtment, and the S. E. corner of all Eventy Hailtment, and MARKET Street.

And for Freight Business of the Company a Armitis —

5. H. Expressen, Jr., sorner SIXTEENVII and MARKET Street.

Frieddings.

J. W. Bernolds, Eds.

J. W. Bernolds, Eds.

General Taket Agent, Philadelphia, Lee Vin L. Routpr.

General Taket Agent, Philadelphia, Johnson, Market Ma

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD,— FOR BETHLEREM, DOTLESTOWN, RASTON, RAUCH CHUNK, HALLETON, WILLESBARRE, WIL-LIAMSTORT.

Condition of

MAUGH CHUNK, HARDETON, WILKEMBARRE, WILLAMSTORT
On and after MONDAY, September 19, 1854, Passenger
Trains will leave the New Dailyot, Thillip Street, above
Incompany, Philadelphia, daily (annasys excepted), a g
At 7:30 A. M. (Proves) for Bethlohem, Allentown,
Mauch Chunk, Wilkesbarre, Wilhamsport,
At 7:30 A. M. (Arcommodation) for boylestown,
At 7:30 A. M. (Arcommodation) for boylestown,
At 7:30 F. M. (Arcommodation) for Fort Washington,
At 7:30 F. M. (Arcommodation) for Fort Washington,
At 7:30 F. M. (Arcommodation) for Provinctown,
At 7:30 F. M. (Arcommodation) for Doylestown,
At 7:30 F. M. (Arcommodation) for Doylestown,
At 7:30 F. M. (Arcommodation) for Buthlohem, Allenton,
At 7:30 F. M. (Arcommodation) for Buthlohem,
At 7:31 F. M. (Arcommodation) for Buthlohem,
Allenton,
Allenton, Allenton, Allenton, Allenton, Allenton, Allenton, Allenton,
Allenton, Alle

ELLIS CLARE, Amot.

PHILADELPHIA, WILMINGTON, AND
BALTIMORE RALEGAD.
CRANGE OF HOURS.
On and and EXCHANGE OF HOURS.
Passenger traces have translated for the Saltimore at the Express, Montage accepted), 805 A.
Ralffmar at Fib. Express, Montage accepted), 805 A.
Chester at Fib., Il il A. M., I'M., 200, 200, 200 and II 00
F. M. P.M. . Wilmbirton at 4-30 (Mondays exempted), 8-95, 11-15 A. M. 1700, 2-30, 4-30, 5-30, 10-30 and 11-30 e. M. . New Constitution of M. M. and 4-30 P. M. . Dever at 8-75 A. M. and 8-30 P. M.

Maliabary at 80% A. M. Saliabary at 80% M. PHILADELPHIA TRAINS FOR PHILADELPHIA Taxe Salimogr at 840, 949 A. M. (Express), 148, TRAINS FOR BUILDING AND A. M. (Express).

5-12 and 12-5-7. M.

Wilmondon at 1-98, 7-15, 5-15 A. M., 12-24, 1-90, 1-43, 7-20, 4-20, 6-30 and 2-10 P. M.

Rainbord at 1-20 P. M.

Minord at 2-20 P. M.

Minord at 2-20 P. M.

P. M. Leave Baltimore for Salisbury and informediate stations at 1935 P. M. Leave Baltimore for Dover and intermediate stations a 140 P.M.

140 P.M. TRAINS FOR BALTIMORE Leave Christer at 840 A. M., 1405 and 1146 P. M. Leave Wilmington at 555, P-25 A. M., 240 and 1146 Project Trains, with Passenger Car attached, will run as follows ---Wilmington for Perryville and intermediate places. at 7:50 P. M.

IU NDAYS:—Only at 4:30 A. M., 10:30 P. M., from Philadelphia to Haltimore,

From Philadelphia to Winnington at 4:30 A. M., 10:30,
and II '00 P. M.

and H © P. M. From Wilmington to Philadelphia at 148 A. M. and 6-30 P. M. Only at 10-25 P. M. from Baitlmore to Philadelphia. at H. F. KENNEY, Superintendent. 1864. ARRANGEMENTS OF 1864. 161. NEW YOUR LINES, 1804.

Camden and Ambey and Philadelphia and Trenton and Companies Lines from Philadelphia to New York and Way Pisces
FROM WALHUT STREET WRARF,
Will leave as fullows, viz. ...
At # A B., vis Camden and Amboy, C. and A. Ac-

commodation.

Als A. M., via Camden and Jersey Chy, Morning Express.

At IJ M., via Camden and Amboy, C. and A. Accommodation. At 2 P. M. via Camden and Amboy, C. and A. Ex-At 1 P. M. via Camdon rac Amboy, Accommodation (\*) reads and Passenger). At 6 P. M., via Camdon and Amboy, Accommodation (Freight and Passenger) 1st Class Thites. 1.75

(Freight and Fassenger) is the second of the Communication (Freight and Fassenger), is the Case does not described freight and Fassenger), is the Case Texted.

For Manuch Chunk, Allentown, Richichem, Beivillors, Easten, Lambertville, Fismington, &c., 250 P. M.
For Lambertville and intermediate Sistines, at 5 P. M.
For Mounti Holly, Everaville, Pesiberton, and Vincontown, at 5 A. M., and 5 F. M.
For Freehold at 6 A. M. and F. M.
For Fability at Riverton, Delanbo, Beverly, Burlington, Physica, Bordentow, &c., at 6 A. M., M. M., 1, 250, 5, and 5 F. M. The 500 and 5 P. M. times run direct through to Treatment. to Trenon.

For Primyra, Riverton, Delanco, Beveriy, and Burling-ton at 7 F. M.

ten at 7 F. M.
Stoumboat Trenton, for Bristol, Burlington, Beverty,
Torresdale, and Tacony at 9-39 A. M. and 10 F. M.
LINES FireM EENCHGOTON DEPOT
Will loave ag follows
At 4 A. M., (night) via Kensington and New York,
Washington and New York Mail
At 11-13 A. M., via Kensington and Jersey City Express
At 4-30 F. M., via Kensington and Jersey City ExDress
3-30

At 4°5 P. M. via Kenelngron and Jersey Chy, 3°08 At 4°5 P. M. via Kenelngron and Jersey Chy, 3°08 Washington and New York Experses.

Sunday large have at 4 A. M. and 6 49 P. M. There will be no line at 4 A. M. (Night) on Mondays.

For Water Gap, Struodsburg, Scranton, Wilkesbare, For Water Gap, Struodsburg, Scranton, Wilkesbare, Endough Lembertsille, Flendington, 6°0, 36°715 A. M. This line connects with the train leaving Santon, 5°0, 36°0, For Lambertville and totermediate stations at 5 P. M.
For Eristot, Trenton, ac., at 7 B and 11 15 A. M., and 5 For Holmesbore, Tarony, Windsoming, Bridesburg, and Frankford at 9 A. M., 5, 5 46, and 5 P. M. The 9 A. M. Line runs to Bristol.

\$25" For New York and Way Lines leaving Kensington
Depot, take the cars on Fifth street, above Walnut, half an Depot, take the curs on Fifth street, above Walnut, half an Lour before departmen. The Cars run into the Depot, and on Artivel of each train run item lies Depot.

Filty position of brighten only allowed each passenger, passenger are penalthed from taking anything as beganning.

but their wearing apparel. All bassace over fifty pounds to be paid for a stra. The Campany limit their responsa-bility for bagsace to the ladder per pound, and will not be ladde for any amount beyond \$100, except by special contract.

Grabam , Baurage Express will call for and deliver bag gage at the freps. 5. Orders to be left at No. 5 WALNUT attent.

WAL H. GATZMER, Agont.

Fage at the Deposition of the Control of the Contro PREIGHT LINES FOR NEW YORK AND All the stations on the Camdan and Amboy and connecting inalrends.

The Cauden and Amboy findread and Transportation
Company's Fronta Lines for Sew York will leave Walnut
Sirest what or and after January 8, daily (Sundays extepted) at 4 o cock P. M.

Returning, the above Lines will leave New York at I and
P. M.

Returning the above Limes will leave New York at I and P.M.
Freight must be delivered before 3½ P.M. to be forwarded the same day.
Freight for Treshes, Princeton, Kingston, New Brunswies, and all beints on the Camison and Amboy Railroad;
lise on the Reividere, Behrware, and Homington, the Mar Jersey, the Freight and Jameshura, and the Burkington and Means Hully Indineate, received and forwarded up to 2 october P.M. Small packages for Meant Helly Indineate, received and forwarded up to 2 october P.M.
The Belvidere Deinware Railroad connects at Phillipshura with the Labella Valley Ballicad. The New Jersey Hallroad connects at Editabeth with the Now Jersey Hallroad connects at Editabeth with the Now Jersey Hallroad connects at Editabeth with the Now Jersey Hallroad connects at Editabeth with the North and Essex Hallroad.

A slip memorandism, specifying the marks and numbers, shippies and considered, must in every instance be sent with each load of goods, or no receipt will be given. Increased Scilidas having been unde for the transportation of LIVE STOCK, dovers are invited to try this roads.

When the slock is furnished in quantities of TWO CAR LOAR's more, it will be delivered at me foot of Fathella strest, acts the Brown Yards, or at Flex No. 1 North River, set he allippers may decignate at the time of the shipment.

MALTEE FREEMARA, Prelight Acoust.

Per No. 1 North River, New York.

PHILAUFILIPHIA TO NORTHEASTERN PENNSYL-ANIA, CENTRAL AND WESTERS REW YORK, HIPPAIO AND THE LARES. By Editaciphia and Trenton Ballroad, Belviders, and chavare Hadroad, Delawary, Lackawanna, and Western islingad, and Eric Balwary. Only two charges between Philadelphia and Buffala.

diffront, and fric Baiway, Lackar anna, and Western infrared we charges netween fellodelphia and Buffale. No changing in the nicht.

No changing in the nicht.

Magnificant Sleeding Cars on the midt end of the route. Gold North.—Leave Friffare pints at 716 A. M., from the Kenstnaten Ispead of the Villozaphia and Trenton Rail-root; change at Manunka (Lunk to the fir anchange cars of the Delivery, Lack awarre, and Western Endicage and at Great Bond to the Eric Baiway, arriving at Buffale at Great Bond to the Eric Baiway, arriving at Buffale at Great Bond to the Eric Baiway, arriving at Buffale at at Great Bond to the Eric Railway, arriving at Burhab at 202A. M.

Gorin South.—Take the Eric Railway Express from Buthale at 10 25 P. M.; change at Great Based to the Delaware Lackawaren, and Western Railwad in the Delaware Station of Manual Chinta in the Bestders Pelaware Railwad in the Messages Brook Brook to Pulladelphia. arriving at 0.3 P. M.

Phaseriers come north the at Delaware Station on the Delaware, Lackawanna and Western Railwad, at 12-20 P. M., and have time for support of Great Bend, where the law-change is desired at 19-10 P. M. Thing goods South make the bras change at Great Bend, at 5 M. A. and have time for breaking below having Polaware Lackawanna site Western Railwad train; Polaware, Lackawanna site Western Railwad train; polaware, Lackawanna site Western Railwad train; dida at Delaware at 180 P. M.

Thrunch Tickels to and from Burhale Dunklick, Roches F. Emira. Black of Sewens, Blaghampton, Great Bend, Stranton, Wilaschurre, Delaware Wally Graf, Great Bend, Stranton, Wilaschurre, Delaware Wally Graf, Roches Fare between Philaschika via Great Bend.

Pare between Philaschika and Ballifiate, Sil.

Pare hetwoon Philaschika and Ballifiate, Sil.

Philaschika via Great Bend.

BHILADELPHIA AND BALTIMORE CEN-That, Lattionale, Oven To Oxford—Schilling

PHILADELPHIA AND BALTIMORE CRNTEAL AND BOAD, O'EN TO OXIONO-SPHING
ARRANGEMENT.
On are after Philoay, april 1, his, the trains sell leave
to likewing
LEAVE RENTWARD.
STATUS AND FRANCES AND F.M.
OXIDS AND F.M.
OXIDS

WEST JERSEY RAILROAD LINES—
New Arrang-ment, On and after MONDAY,
Ontober to their railus will leave from Walnut Street
For Cap May and and all places south of Milville at 2

A. M. For Stinville, Bridgoton, Salem, and all places south of Milville at 3 Woodbury at 9 A. M. and 3 F. M. For Woodbury, Gloucester, Ac., at 9 A. M., 13 M., 3 and 3 F. M.

Leave Cape May at 10 to A. M. M. Missille art A. M. and P. M.

Missille art A. M. and P. M.

Pelevice at 7.1 a. M. 731F. M.

Robert at 7. A. M. and 3 f. M. and and 45 f. M.

Woodbury at 7 and 5 ff A. M. English St. ARR.

Philada. Oct. 10, 1804 (D-5) Sept. Instandent.

HERO-by Ex-herokee packed, that no hands d know

beenuse

said to me order ad-oms, and, at all dis-

or thirty-RWIN &